Status of the Claims

What Is Claimed Is:

1. (Original) A method for assembling a clutch system on a drive train, wherein the clutch system is installed on the transmission and after that the transmission is joined to the engine block.

2. (Original) The method as described in Claim 1, wherein clutch plates of the clutch system and at least one part of a dual-mass flywheel are integrated in the transmission.

3. (Original) The method as described in Claim 2, wherein the secondary mass part of the dual-mass flywheel, the clutch plates and a release system for the clutch system are mounted as a unit in a clutch bell housing of the transmission.

4. (Original) The method as described in Claim 3, wherein the unit is fixed in an axial direction within the clutch bell housing.

5. (Original) The method as described in Claim 1, wherein a pilot bearing is integrated in the parts of the clutch system in order to secure the clutch on the transmission in the radial direction during assembly.

6. (Original) The method as described in Claim 1, wherein at least one part of the dual-mass flywheel is integrated in the engine.

7. (Original) The method as described in Claim 6, wherein the primary mass part is attached to a sealed off area of the dual-mass flywheel on the engine shaft.

8. (Original) The method as described in Claim 1, wherein during the joining of engine block and transmission, the individual parts of the dual-mass flywheel are connected to each

other, a centering and torque transmission being enabled.

9. (Withdrawn) The method as described in Claim 1, wherein for dismantling, the transmission is separated from the engine block and then the release system and the clutch bell housing are detached from each other to enable a replacement of individual clutch plates by additional dismantling of the clutch system

10. (Original) The method as described in Claim 1, wherein a release system for the clutch system, clutch plates of the clutch system and at least on part of a dual-mass flywheel are integrated in the transmission.

11. (Original) The method as described in Claim 10, wherein the release system as well as the secondary mass part of the dual-mass flywheel and the clutch plates are mounted as a unit in the clutch bell housing of the transmission.

12. (Original) The method as described in Claim 1 wherein at least one part of the dual-mass flywheel is integrated in the engine.

13. (Original) The method as described in Claim 12, wherein the primary mass part of the dual-mass flywheel is bolted to the engine shaft of the engine.

14. (Original) The method as described in Claim 10, wherein, when joining transmission and engine block, the primary mass part of the dual-mass flywheel and the clutch system are connected to each other.

15. (Original) The method as described in Claim 14, wherein a centering element, a torsional slaving element and an axial fixation are used.

16. (Withdrawn) The method as described in Claim 10, wherein for the dismantling, the

transmission is separated from the engine block in such a manner that the transmission input shafts are completely extracted from the clutch system and then a lock between the primary mass part of the dual-mass flywheel and the clutch system is released to enable a replacement of individual clutch plates by further dismantling.

17. (Original) The method as described in Claim 1, wherein said method is used in a combination clutch of a seamless transmission (USG) and/or in a dual clutch of a dual clutch transmission (DKG).